

## LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

for August 2<sup>nd</sup>, 2006 PLANNING COMMISSION MEETING

**P.A.S.#:** Comprehensive Plan Conformance #06009

**Date:** July 17<sup>th</sup>, 2006

**PROPOSAL:** Add to the proposed 2006/07 - 2011/12 Capital Improvement Program (CIP) a project to construct a 9th/10th/Van Dorn Streets Trail Connector.

**CONCLUSION:** The proposed CIP project is in conformance with the Comprehensive Plan.

<b><u>RECOMMENDATION:</u></b>	Find that this request is in conformance with the Comprehensive Plan.
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### **GENERAL INFORMATION:**

**LOCATION:** Generally located on the north side of Van Dorn Street running from east of South 10<sup>th</sup> to South 8<sup>th</sup> Streets, and continuing on the south side of Van Dorn Street running west to connect to the existing Bison Trail.

### **EXISTING ZONING:**

North	B-1 (Local Business District) R-2 (Residential District) R-7 (Residential District) I-1 (Industrial District)
South	P (Public) I-1 (Industrial District)
East	R-4 (Residential District)
West	I-1 (Industrial District)

**EXISTING LAND USE:** Currently, the land to the north of Van Dorn Street in the project area is in residential use or is vacant, except along the western end which is in industrial use. However, the land between 9<sup>th</sup> and 10<sup>th</sup> Streets is zoned for local business and a commercial and office development is planned. Land to the south of Van Dorn Street in the project area is in public use as Van Dorn Park, except for the western end which is industrial use. Land to the east is in residential use. Land to the west is in industrial use.

**HISTORY:** The multiple parcels that make up Van Dorn Park were acquired through donation and acquisition. Historic records indicate that the property abutting Van Dorn Street was

donated to the City upon the condition that it be for park purposes (July 14, 1919). Much of the eastern portion of the park was acquired in 1925 and the western portion was acquired through a \$100,000 donation in 1963. The current park rental building was originally a branch library, but was closed due to difficult access.

The area to the north of the proposed trail connector underwent a recent zone change to B-1 Local Business District (CZ06012, approved June 5, 2006) and plans are underway to bring commercial and office uses to this site.

The intersection of 9<sup>th</sup> and 10<sup>th</sup> and Van Dorn Streets is currently being realigned as a safety improvement project and is anticipated to be completed in 2007.

### **COMPREHENSIVE PLAN SPECIFICATIONS:**

*Community Form: Transit, pedestrian, and bicycle networks should maximize access and mobility to provide alternatives and reduce dependence upon the automobile. (P. F-17)*

*Community Form: Interconnected networks of streets, trails and sidewalks should be designed to encourage walking and bicycling, reduce the number and length of automobile trips, conserve energy and for the convenience of residents. (P. F-18)*

*Future Conditions - Residential: Interconnected networks of streets, trails and sidewalks should be designed to encourage walking and bicycling and provide multiple connections within and between neighborhoods. (P. F-66)*

*Future Conditions - Mobility and Transportation: Extend the bicycle and trails system into the new neighborhoods as the city grows. Connections should be made to schools, parks, and other activity areas. (P. F-94)*

*Future Conditions - Mobility and Transportation: Identify critical segments offering greater system continuity and connections for major activity centers, schools and the University of Nebraska. Undertake projects to complete identified gaps in the system. (P. F-94)*

### **ANALYSIS:**

1. This project is proposed to be added to the proposed Capital Improvement Program (CIP), in year one with funding of \$200,000 from Other Funding sources. Possible funding sources include Recreational Trails Program funds, Statewide

Arboretum landscape funds, and Tax Increment Financing. The proposed CIP was found to be Generally In Conformance with the 2025 Comprehensive Plan on June 7<sup>th</sup>, 2006 and is currently being reviewed by the City Council as part of the 2006/07 budget process.

2. This project must be shown in the 6 year CIP in order to receive federal Recreational Trails Program funding. According to the City Charter:  
“No ordinance, or resolution, which deals with the acquisition, extension, widening, narrowing, removal, vacation, abandonment, sale or other change relating to any public way, transportation route, ground, open space, building or structure, or other public improvement of a character included in the comprehensive plan, shall be adopted by the council until such ordinance or resolution shall first have been referred to the planning department and that department has reported regarding conformity of the proposed action to the comprehensive plan”.

Because this project was not a part of the proposed CIP as reviewed by the Planning Commission, it is being brought before that body at this time so that a determination of conformity may be made and it may be added to the final version of the CIP.

3. The Comprehensive Plan Future Trails Map identifies this section of trail as both existing (on the south side of Van Dorn) and future (connecting to the residential area on the east).
4. The interconnectivity of transportation facilities, including trails, is identified in several areas of the Comprehensive Plan as being a desirable goal. Interconnected trails provide the transportation alternatives and recreational opportunities that are valued by the community.
5. Public Works & Utilities is currently finalizing the design of the safety improvement project at the 9<sup>th</sup>, 10<sup>th</sup>, and Van Dorn Street (Nebraska Highway 2) intersection. The purpose of this project is to address longstanding safety concerns at this intersection. This intersection connects Nebraska Highway 2 to Highway 77 and on to Interstate 80. This is currently a major route for truck and passenger traffic.
6. Part of the safety improvements for the intersection will include direction of pedestrian and trail activity away from the higher traffic south side of the intersection, Avoiding Highway 2 traffic, and utilizing an existing grade separated crossing just west of South 8<sup>th</sup> Street to connect to Van Dorn Park and Bison Trail. The trail on the south side of Van Dorn, between 9<sup>th</sup> and 10<sup>th</sup> Streets, will be discontinued for the most part with a portion of it becoming an internal trail in Van Dorn Park. Landscaping and a possible entry feature for the Irvingdale Neighborhood will be included in the project.

7. This trail connection conforms with the goals and policies of the Comprehensive Plan to protect the public health, safety, and welfare, to increase the connectivity and variety of transportation facilities, and to connect neighborhoods to recreational and other community facilities.

Prepared by:

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**DATE:** July 17<sup>th</sup>, 2006

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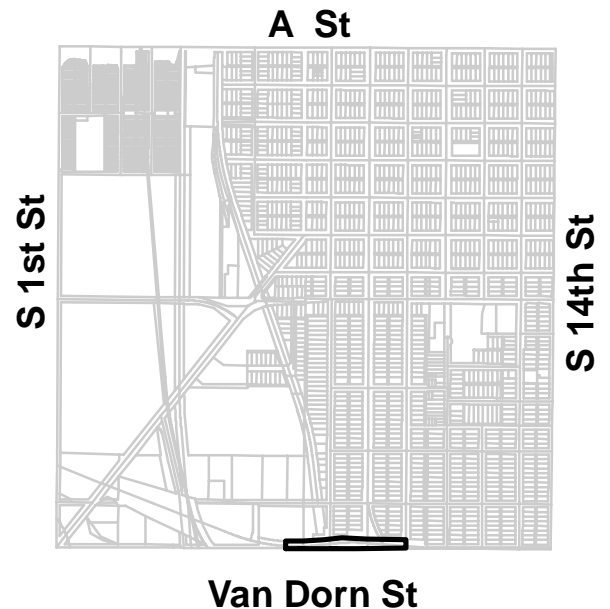
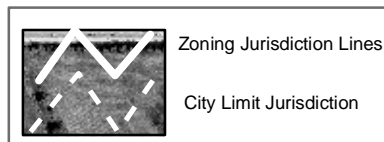
2005 aerial

## Comp. Plan Conformance #06009 Van Dorn St, 10th to 8th Street

### Zoning:

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential District
R-C	Residential Conservation District
O-1	Office District
O-2	Suburban Office District
O-3	Office Park District
R-T	Residential Transition District
B-1	Local Business District
B-2	Planned Neighborhood Business District
B-3	Commercial District
B-4	Lincoln Center Business District
B-5	Planned Regional Business District
H-1	Interstate Commercial District
H-2	Highway Business District
H-3	Highway Commercial District
H-4	General Commercial District
I-1	Industrial District
I-2	Industrial Park District
I-3	Employment Center District
P	Public Use District

One Square Mile  
Sec. 35 T10N R06E



A request from the Parks and Recreation Department to find in conformance with the approved 2025 Lincoln City/Lancaster County Comprehensive Plan a project to be included in the proposed 2006/07 - 2011/12 Capital Improvement Program involving construction of a 9th/10th/Van Dorn Street Trail Connector to be generally located on the north side of Van Dorn Street running from approximately South 10<sup>th</sup> to South 8<sup>th</sup> Streets, and on the south side of Van Dorn Street continuing west from 8<sup>th</sup> Street to connect with the Bison Trail.



# Van Dorn Park Environs

